SUMMARY

The National Park Service (NPS) proposes to improve and enhance Jones Point Park (JPP) located in the southeastern corner of the City of Alexandria, Virginia. The project includes recreational features, an interpretive plan related to cultural resources, and proposed modifications to parking and access within the park. The elevated Woodrow Wilson Bridge (WWB) traverses JPP. The Federal Highway Administration (FHWA) has approved improvements to the WWB and affected interchanges within a 7½-mile portion of I-95/I-495 (Capital Beltway). The proposed improvements to JPP are mitigation commitments to the NPS from FHWA for impacts to the park from the WWB Replacement Project.

The NPS signed the initial JPP Environmental Assessment (EA) on September 10, 2001. Terrorists attacked on September 11, 2001 crashing commercial airplanes into the World Trade Center in New York City, the Pentagon in Washington, D.C., and a field in Pennsylvania. The initial EA, which evaluated three alternatives, Alternatives 1, 2, and 3, was circulated for public comment between January 11, 2002 and February 11, 2002. In August 2003, the federal Transportation Security Administration (TSA) performed a vulnerability assessment and recommended the removal of all parking from beneath the new WWB. After careful evaluation of the risks of parking in JPP, a recommendation was set forth to eliminate all public parking and vehicular access within 80 feet of the north and south parapet driplines of the new WWB. There could be an exception for "special event parking" beneath the bridge if additional security measures are instituted.

TSA's recommendation, endorsed by the FHWA and accepted by the Maryland State Highway Administration (MSHA), the Virginia Department of Transportation (VDOT), the City of Alexandria, and the NPS (owner of JPP) has resulted in the need to reassess the parking, access, and security components of the park design. This EA evaluates a No-Action Alternative and four new action alternatives, Alternatives 1, 2, 3, and 4 that address parking, access, and security issues in JPP.

The No-Action Alternative maintains the two existing soccer fields located south of the WWB; therefore, no additional environmental, social, or construction impacts are expected due to new park improvements. However, the No-Action Alternative would not comply with the *Jones Point Park Environmental Assessment* (NPS, 2001) that outlined specific park improvements for expanded use and enjoyment of the park. The No-Action Alternative would not address TSA's security recommendation to remove all parking from beneath the new WWB. Finally, the No-Action Alternative would not implement those measures to enhance and minimize harm to recreational, natural, and cultural resources from the WWB Replacement Project that were identified and agreed to by the FHWA, NPS, VDOT, and local governments in the 1997 MOA, and the 1997 and 2000 ROD (refer to the Appendix).

Table S-1 summarizes the impacts for each alternative. All of the action alternatives contain similar construction impacts associated with the following proposed improvements to JPP: a park manager's office/comfort station, a tot lot, promenade/boardwalk, access to the Mt. Vernon Trail, shoreline stabilization, proposed bulkhead, canoe/kayak launch, a fishing pier, the rehabilitation and preservation of the D.C. South Cornerstone and the Jones Point Lighthouse,

and drainage improvements along the new access road. The differences between the action alternatives focus on potential impacts to wetlands, forests and vegetation, community gardens, and visitor use/experience.

This EA addresses the following issues that were identified from previous park planning efforts, input from various interested public groups and individuals, and input from local, state, and federal agencies:

- **Natural Resources**: Effects on wetlands, vegetation, wildlife, and soils.
- **Cultural Resources**: Effects on historic properties and archeological resources including the Jones Point Lighthouse and the D.C. South Cornerstone, and the Alexandria National Historic Landmark Historic District, and the Alexandria National Register Historic District.
- **Surface Hydrology**: Drainage patterns and the effect on adjacent residences.
- **Visual and Noise Conditions**: Effects from the removal of existing vegetation.
- **Visitor Use and Experience**: Active versus passive recreational opportunities in JPP. Preservation of natural areas. "Impairment" of park resources under the NPS Organic Act of 1916. Effects on visitor use such as recreational fields, circulation of pedestrians, vehicles and bicycles, and parking.
- **Environmental Justice**: Effects on minority populations that fish on the finishing pier (location of the proposed promenade/boardwalk).
- **Safety and Security**: Effects on park access and security with regard to the federal TSA's recommendations contained in the *Vulnerability Reduction Design Considerations for the Woodrow Wilson Bridge Replacement Project* (June 2002).
- **Utilities**: Effects on existing infrastructure including water and sanitary sewer lines, electrical power, and communication facilities.
- **Other Projects:** Relationship between the JPP improvements and the WWB Replacement Project.
- **Public Involvement**: The role of public involvement in park planning activities, including the EA.
- **Document Availability**: Accessibility of an electronic version of the EA during the public comment period.

TABLE S-1
SUMMARY OF IMPACTS BY ALTERNATIVE

Topic	Alternative 1 *(Alexandria City Council's "Scheme A" dated 6/28/05)*	Alternative 2 *(VDOT "Access Option 5" dated 9/28/04)*	Alternative 3 *(Based on "Alternative 2" from JPP EA dated 9/10/01)*	Alternative 4 – Preferred Alternative *(One multi-use field south of the WWB)*	No-Action Alternative
Does the Project Accomplish Purpose/ Fulfill Need	Fulfills the Purpose and Need for the project (refer to Chapter 1.0 of this document), the NPS resource management goals for JPP (refer to Chapter 2.0 of this document), conditions relevant to JPP as stated in the MOA and the ROD for the WWB Replacement Project (refer to the Appendix), and federal TSA security recommendations.			Fulfills the project's Purpose and Need, NPS resource management goals, MOA, ROD, and TSA security recommendations. Does not address the recommendations of the JPP Development Group, comprised of the NPS, City of Alexandria, and other stakeholders to provide two fields north of WWB.	Does not fulfill the project's Purpose and Need, NPS resource management goals, MOA, ROD, or TSA security recommendations. Does not address the Resolution adopted by the Alexandria City Council or the recommendations of the JPP Development Group comprised of the NPS, City of Alexandria, and other stakeholders.
Neighborhoods, Community Facilities, and Services	No impact on Royal St. or Lee St. community gardens. The Yates Garden neighborhood is approx. 100 feet from proposed access road and approx. 90 feet from closest parking area (forested buffer will remain). Impacts would be adverse, site-specific, long-term and minor.	Affects approx. 170 s.f. (0.0039 acre) of Royal St. community garden. Affects approx. 11,875 s.f. (0.27 acre) of Lee St. garden (but reconfigured to mitigate impact). The Yates Garden neighborhood is approx. 60 feet from proposed access road and approx. 260 feet from westernmost parking area (forested buffer will remain). Impacts would be adverse, site-specific, long-term and minor.	Affects same amount of Royal Street community garden as Alternative 2. Affects approx. 2,280 s.f. (0.05 acre) less of Lee St. garden than Alternative 2. The Yates Garden neighborhood is same distance from proposed access road as Alternative 2 and approx. 100 feet from westernmost parking area (forested buffer will remain). Impacts would be adverse, site-specific, long-term and minor.	Affects same amount of Royal Street community garden as Alternative 2. Affects approx. 1,100 s.f. (0.03 acre) less of Lee St. garden than Alternative 2. The Yates Garden neighborhood is same distance from proposed access road as Alternative 2 and approx. 770 feet from westernmost parking area (forested buffer will remain). Impacts would be adverse, site-specific, long-term and minor.	No impact to community gardens. The Yates Garden neighborhood was approx. 300 feet from Jones Point Park Drive (prior to WWB construction activities). However, the vehicle access road would have to be modified since it is within the 80-foot distance surrounding the WWB. Neighborhood distance is approx. 770 feet from the existing parking area (same as Alternative 4).

TABLE S-1 (CONTINUED)
SUMMARY OF IMPACTS BY ALTERNATIVE

Topic	Alternative 1 *(Alexandria City Council's "Scheme A" dated 6/28/05)*	Alternative 2 *(VDOT "Access Option 5" dated 9/28/04)*	Alternative 3 *(Based on "Alternative 2" from JPP EA dated 9/10/01)*	Alternative 4 – Preferred Alternative *(One multi-use field south of the WWB)*	No-Action Alternative
Visual and Aesthetics	The addition of the access road, parking areas, and multi-use fields would have an adverse, site-specific, long-term, moderate effect on visual and aesthetic conditions under Alternatives 1, 2, and 3. Under Alternative 4, these facilities would have a minor visual effect (the proposed multi-use field would be located in the general vicinity of the existing soccer fields, south of the WWB, which lessens its visual impact). Perimeter barriers prevent vehicles from entering within an 80-foot distance surrounding the WWB and incorporate the natural landscape, to the greatest extent possible. The perimeter barriers would have a beneficial, site-specific, long-term visual effect. The intensity of visual effects from the perimeter barriers would range from minor to moderate as bollards would have a less natural appearance in the park than would landscape plantings.				No impact
Visitor Use/Experience	Adding recreational facilities and enhancing active uses would have a beneficial, local, long-term, major effect. However, decreasing amount of forested area for passive recreation north of WWB and increasing the access distance by approx. 1,400 feet (between easternmost parking area and new fishing/canoe/kayak area) results in adverse, local, long-term, moderate impacts.	Adding recreational facilities and enhancing active uses would have similar effects as Alternative 1. Decreasing amount of forested area for passive recreation north of WWB and increasing the access distance by approx. 220 feet (between easternmost parking area and new fishing/canoe/kayak area) results in similar effects as Alternative 1.	Adding recreational facilities and enhancing active uses would have similar effects as Alternative 1. Decreasing amount of forested area for passive recreation north of WWB and increasing the access distance by approx. 650 feet (between easternmost parking area and new fishing/canoe/kayak area) results in similar effects as Alternative 1.	Adding recreational facilities and enhancing active uses would have similar effects as Alternative 1. Compared to other alternatives, Alternative 4 has less effect on forested areas and increases access distance by approx. 600 feet (between proposed parking area and new fishing/canoe/kayak area) resulting in an adverse, local, long-term, minor effect.	Distance between existing parking area and access to shoreline is approx. 340 feet.
Environmental Justice	There would be no disproportionately high and adverse human health and environmental effects from the action alternatives on minority and/or low-income populations. Changing the finishing pier to a promenade/boardwalk would relocate fishing activities. However, two replacement piers would be provided along the southeastern edge of the park, within 200 feet of the existing fishing area. The effects of moving the fishing area would be site-specific, long-term, and minor. All park users, including the minority fishing populations, benefit from improved recreational facilities.				No Impact
Soils	Generally, little effect on soils as grading activities would primarily result in the placement of clean fill material on top of existing soils, thus leaving the existing soils intact. Most existing soil is fill material dredged from the Potomac River, deposited circa 1910, and consisting mostly of poorly-drained silt loam. Effects are expected to be adverse, site-specific, short-term, and negligible.				No Impact

TABLE S-1 (CONTINUED)
SUMMARY OF IMPACTS BY ALTERNATIVE

Topic	Alternative 1 *(Alexandria City Council's "Scheme A" dated 6/28/05)*	Alternative 2 *(VDOT "Access Option 5" dated 9/28/04)*	Alternative 3 *(Based on "Alternative 2" from JPP EA dated 9/10/01)*	Alternative 4 – Preferred Alternative *(One multi-use field south of the WWB)*	No-Action Alternative
Wetlands and Waters of the U.S.	Affects approx. 14,810 s.f. (0.3 acre) Effects would be adverse, site-specific, short-term, and minor.	Affects approx. 20,900 s.f. (0.5 acre) Effects would be adverse, site-specific, short-term, and minor.	Affects approx. 15,923 s.f. (0.4 acre) Effects would be adverse, site-specific, short-term, and minor.	Affects approx. 15,680 s.f. (0.4 acre) Effects would be adverse, site-specific, short-term, and minor.	No Impact
Vegetation	To enable safe erection of large structural steel for the new inner loop span of the WWB, a large crane will be staged at certain critical lift points along Jones Point Park Drive. This would require removal of 1 tree > 24 inch dbh and trimming or removal of 13 trees < 24 inch dbh, overhanging Jones Point Park Drive between Royal Street and Lee Street, where potential conflict with construction equipment at certain critical lift points may occur. The action alternatives would have additional impacts, as follows:				
	Common among all action alternatives: 1.0 acre of forest impact and 2 trees > 24 inch dbh to expose the historic shipway for interpretation purposes.				Spread of the invasive porcelain berry vine would result in continued loss of forest habitat.
	Removes approx. 4.1 acres of forest including up to 3 trees >24 inch dbh. Removes invasive porcelain berry vine. Effects would be adverse, site-specific, long-term, and moderate.	Removes approx. 4.6 acres of forest including up to 1 tree >24 inch dbh. Removes invasive porcelain berry vine. Effects would be adverse, site-specific, long-term, and moderate.	Removes approx. 3.5 acres of forest including up to 1 tree >24 inch dbh. Removes invasive porcelain berry vine. Effects would be adverse, site-specific, long-term, and moderate.	Removes approx. 1.7 acres of forest including up to 1 tree >24 inch dbh. Removes invasive porcelain berry vine. Effects would be adverse, site-specific, long-term, and minor.	
Terrestrial Habitats and Wildlife	Clearing of trees and understory vegetation would reduce the amount of habitat for forest and forest edge birds and other wildlife. However, impacts to wildlife are anticipated to be minimal and are not expected to result in the loss of species in the park. Effects are expected to be adverse, site-specific, long-term, and minor.				No Impact
Noise	Vehicular and aircraft noise would dominate the noise conditions in and around JPP and exceed noise generated by recreational uses. Although specific studies have not been completed, experience shows that recreational noise is not anticipated to increase over current ambient measurements and would not lead to increases in predicted noise levels. Therefore, the action alternatives are expected to have an adverse, site-specific, long-term, minor effect on noise within JPP or to adjacent areas. Construction activities have the potential to temporarily increase the noise levels in the vicinity of the work areas.				Noise levels expected to be less than one decibel different than the action alternatives
Historic/Archeological Resources	The action alternatives would rehabilitate and preserve the Jones Point Lighthouse and D.C. South Cornerstone, including rebuilding the retaining wall and the vault that protects the cornerstone. Therefore, the action alternatives would have a beneficial, local, long-term, major effect on cultural resources. However, an adverse, site-specific, short-term, minor impact on cultural resources would occur during the construction phase of the project (due to the need to make minor changes to the land surface that would close the site to public access during construction activities). The action alternatives would have negligible impact on the Alexandria National Historic Landmark Historic District and the Alexandria National Register Historic District. For purposes of Section 106, the determination of effect would be No Adverse Effect on either district.				Severe, long-term, adverse impacts to historic resources due to continued deterioration of these resources.
Utilities	The action alternatives would have an adverse, site-specific, short-term, major impact on selected utilities due to the construction of new systems to accommodate park improvements. The addition of new utility lines under the WWB for water, sewer, phone, and electricity would benefit the proposed park manager's office/comfort station.				No Impact

TABLE S-1 (CONTINUED)
SUMMARY OF IMPACTS BY ALTERNATIVE

Topic	Alternative 1 *(Alexandria City Council's "Scheme A" dated 6/28/05)*	Alternative 2 *(VDOT "Access Option 5" dated 9/28/04)*	Alternative 3 *(Based on "Alternative 2" from JPP EA dated 9/10/01)*	Alternative 4 – Preferred Alternative *(One multi-use field south of the WWB)*	No-Action Alternative
Safety and Security	Perimeter barriers prevent vehicles from entering within an 80-foot distance surrounding the WWB and increase public safety and security. The action alternatives are expected to have a beneficial, site-specific, long-term, moderate impact on safety and security.				Does not address TSA's security recommendations to remove all parking under the WWB. (TSA allowed an exception for "special event parking" under the bridge, if appropriate security measures are instituted, assuring safety of the bridge structure).
Indirect and Cumulative Effects	The existing drainage problems in JPP would be improved. Two existing drainage culverts would be replaced and one new culvert would be built to mitigate the existing drainage problem (flooding of roads due to inadequate pipe sizes) within the park. JPP would continue to flood above the 10-year storm event due to flooding from the Potomac River. The proposed improvements would not increase flooding from the Potomac River. The action alternatives would have a beneficial, local, long-term, major effect on stormwater flow in JPP by expanding the capacity of the storm drainage system to handle stormwater runoff and reducing the potential flooding of roads.				Existing drainage patterns would remain the same, and the roads would flood at less than the 10-year storm event due to inadequate culvert sizes to handle the site runoff.